

MEUSE-ARGONNE PART OF GENERAL ALLIED OFFENSIVE

First Army Given Task of
Battering in Hinges of
Western Front

630,000 AMERICANS IN FIGHT

Operation Directed Against Posi-
tions Vital to Enemy's Whole
System of Defense

In describing the series of tremendous events beginning September 26 and ending November 11, 1918, which constituted the Battle of the Meuse-Argonne, it would be impossible to do justice either to the First American Army or to the armies of its Allies, whose co-ordinated efforts made the final victory possible, without first of all placing the American operations in their proper relation to events in the whole area of the World War and no focusing them on their significance may be neither diminished nor magnified in comparison with the struggles by which, along fronts totaling hundreds of miles in length, the other forces of the Allies were, during the same days and weeks, driving the common enemy through other portions of his massive defensive systems and reducing him eventually to the necessity for ignominious surrender.

Had the battle of the Meuse-Argonne occurred before midsummer, 1914, it would have been, in point of numbers engaged, the greatest battle up to that time in the world's history, for in it were employed more than 630,000 American troops and 135,000 French troops under American command, making a total of nearly 770,000 men on the Allied side, against which, as nearly as can be estimated at present, the Germans employed more than 500,000 men, the battle about 350,000 men. Measured along the line of departure, the American forces broke through on a front of about 45 kilometers.

At the same time, however, on the remainder of the Western front between the Argonne forest and the sea, a distance of about 325 kilometers, the French, British and Belgians were employing in simultaneous offensive operations forces largely exceeding 2,000,000 men, while on the 270 kilometers of the Italian front, which, in a strategic sense, was the main theater of the Western theater of war as the portion of it in France and Belgium, Italian armies totaling 87 divisions of 312,000 men were first mobilizing, then attacking, and, from October 24 to November 4, utterly destroying the Austrian armies of 62½ divisions, amounting to 1,070,000 men.

Part in General Offensive

The First American Army, with its great numbers and potent driving power, forced the enemy during the battle to employ numbers of his armor, one great machine gun without its efforts the German defensive systems could never have been conquered on other parts of the front. But, conversely, it was the general offensive, and without its efforts the American victory possible, because the enemy was obliged to dissipate against the several attacks all of his armor, which otherwise he would have been able to throw in against the Americans until enough German troops were on the ground to bring the American attack to a halt.

The grand final offensive, as conducted by Marshal Foch from the North Sea, in effect, the operations of one great machine gun, which each army performed the part of an intermeshing cog without whose action the whole machine might have stopped.

The Central Front, in the autumn of 1918, might be likened to a bandit gang besieged by the police in a house which they had fortified. Of the four rooms of the house the main room, which otherwise he would have been able to throw in against the Americans until enough German troops were on the ground to bring the American attack to a halt.

There remained, then, only the chief of the gang, Germany. His door to Austria's room was now, also, open to attack. That he could have successfully held it until the end of the war, is inconceivable, but, at all events, when it became exposed, his main front door was already broken in, and behind it he was making the last desperate struggle against the assaulting police, which ended when the links snapped shut on his wrists on November 11.

In the smashing of Germany's front door between September 26 and November 11, the British and Belgians broke the swinging edge, locked against the North Sea; the French shattered the central pane; and the Americans demolished the hinges along the Meuse, whose pin was Metz. Such, in homely simile, is the significance and the importance of the battle of the Meuse-Argonne, in which the Americans performed their part.

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TO PAY ON AFFIDAVIT

Organization and detachment commanders have been ordered to prepare at once supplementary service records and pay cards to permit immediate payment of all men whose current pay, or pay on discharge, has been withheld because service records were missing or incomplete.

Whereas supplementary records will be based upon personal affidavits of soldiers to be paid. The form of these affidavits is prescribed in G.O. 39, G.H.Q. The soldier to be paid must state the place of his enlistment and the previous date up to which he had been paid in full. He must list all partial payments he has received since this date and the date of each payment. He is to certify that he is not receiving any other pay or compensation and that he is not receiving any other pay or compensation.

The affidavit also contains a clause by which the soldier acknowledges that he understands that any falsification contained in the affidavit makes him liable to prosecution for making a fraudulent claim.

BATHER BATHES, SHAVER SHAVES, BUT ALL IN VAIN

Inspection Frame-Up Works Fine
but Lacks Audience

If cleanliness is next to godliness, as is commonly reported, there is one group down at Bordeaux which will shortly put in a requisition for an assortment of halos, OD, issue, size 7½. They figure that if anybody ever deserved them, they do.

It was this way. At Bordeaux they have an extensive delousing plant, bathed, deloused, new underwear and, otherwise purified. So, of course, when somebody spread the tale that General Pershing was coming to town to give the camp the double O, all the attendants at Delousery No. 1 set out to make the best showing in their career.

Now it so happened that at this precise time no outfit was due to go through the delousery. But did that phase the staff of delousers? Never! From the personnel there and thereabouts they drafted a handful of more or less willing subjects, with strict instructions to keep them on the job until the General appeared.

Subject No. 1 was elected to be getting shaved, while the others were distributed liberally through all the departments of the delousery—the place where the soap is applied, the spritzing room, the trash underwearer stall and all the rest. The barber's patient protested at the outset that he had already had a shave that morning. But after he had been given the first pro-ceed and had come out from under the hot towels his protests subsided.

Great Opportunity for Barber
For the first time in history a barber was given unlimited opportunity to exhaust his repertoire. At the end of the third shave and third haircut the patient was doing well and the barber was mechanically alternating with clippers and razor with his left eye always on the door and his right hand ranged for general staff footstep.

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General Pershing stepped briskly into the anteroom of the delousery. "Ten-sion!" shouted the surprised sergeant who turns the water into the shower pipes. "Sir, the men to be bathed are just coming from the barracks," explained the escorting lieutenant.

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BATTLE FLAGS TO CARRY TOKENS OF A.E.F. UNITS' WORK

Silver Bands on Lances of
Standards Will Tell
Story of War

AS PERMANENT MEMENTO

Every Major Operation and Sector
of Front Occupied Will Be
Duly Accredited to Troops

When the battleflags of the A.E.F. are carried through the streets of scores of American cities in the last parades before divisions disband and soldiers become civilians, those colors and standards will bear the silver mementos that show just what part each organization took in the fighting in France.

Silver bands will be engraved and placed on each organization's color pike or lance of the standard, and there will be a silver band for every battle counted a major operation and for every sector of the front that the organization occupied. The dates of battles and occupation of sectors will be on the plates.

Temporarily each organization will receive before it leaves France silver ribbons to stand for the silver bands, because there is not sufficient time to have the bands prepared and engraved. As rapidly as possible the ribbons will be taken from the pikes and lances and replaced by the bands.

In awarding the silver decorations to organizations G.H.Q. will follow this general assumption, which is given in G.O. 41: "The entire war was in reality a continuous battle. The effect of this premise is that any unit occupying a sector, whether active or quiet is entitled to participation in battle."

Major Operations List

Lists are now being prepared by the Operations Section of the General Staff showing in detail the battle and operation credits to which each organization is entitled. In general, the silver bands will be engraved following the engagement of sectors and terminology prescribed in the official list of major operations, which, revised to date, stands as follows:

Somme Defensive, France, March 21—April 6, 1918.
Lys Defensive, France, April 9—April 27, 1918.
"Bonne Offensive, France, May 27—June 5, 1918.
Montdidier—Noyon Defensive, France, June 9—June 13, 1918.
Chateau-Thierry Defensive, France, July 15—July 18, 1918.
Aisne—Marne Offensive, France, July 18—August 6, 1918.
Somme Offensive, France, August 8—November 11, 1918.
Case-Aleone Offensive, France, August 19—November 11, 1918.
Argonne Offensive, France and Belgium, August 19—November 11, 1918.
St. Mihiel Offensive, France, Sept. 12—Sept. 16, 1918.
Battle of Vittorio-Veneto, Italy, Oct. 24—Nov. 4, 1918.

Everybody, from the serious French guards to the German prisoners, was filled with a new spirit of cordiality that threatened the existing state and established an entente cordiale that the League of Nations might even have been able to bring their boche. The police even, for the moment, forgot his revenge. The Americans, in fact, forgot his revenge. The Americans, in fact, forgot his revenge.

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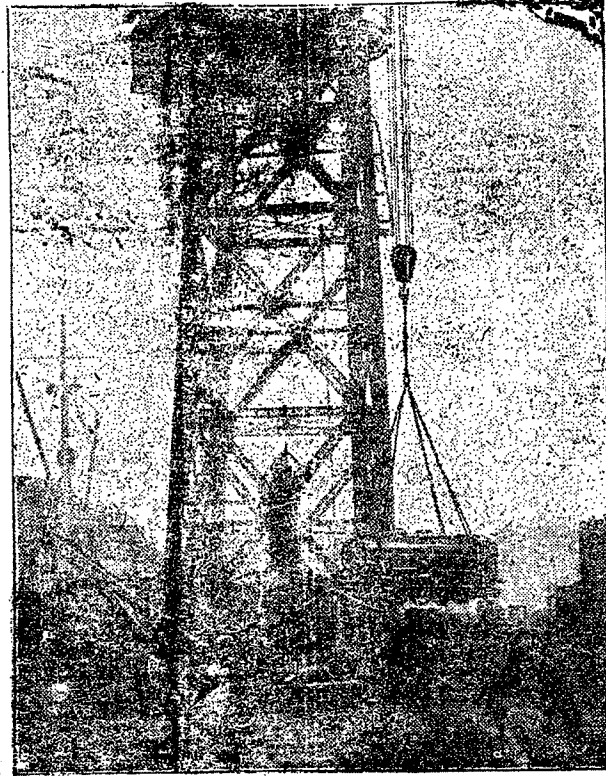
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SHIP TO TRACKS—15 MINUTES



One of a boatload of 36 American locomotives coming down to earth for the opening of its career on the A.E.F.'s Lines of Communication

CAUCUS TO PLAN VETERANS' BODY FOR WHOLE ARMY

After-War Association Sub-
ject of Paris Meeting
Tomorrow

When something over 15,000 officers and enlisted men, representing the whole A.E.F., get together in Paris tomorrow to talk over the problem of organizing a national society for veterans of this war, they will start with a clean slate, according to members of the temporary committee which was formed to bring the question to the attention of the whole Army.

The new organization will not be born full grown, the committee emphasized. There are no preconceived objects, no policies, no causes which have been mapped out in advance, it is stated, other than the one object of perpetuating the relationship formed while in the military service.

The sole purpose of the caucus, the temporary committee which is in charge of the meeting explains, will be to take the necessary steps toward the organization of one great association to include the men who have served their country under arms in this war, an association "similar in character to the Grand Army of the Republic or the United Confederate Veterans, and composed of all parties, all creeds and all ranks, who wish to perpetuate the relationships formed while in the military service."

Fifteen hundred invitations were sent out to representative members of the A.E.F., asking the recipients to take advantage of their three-day leave privilege to visit Paris and attend the caucus.

"One of the principal obstacles to the initiation of such a movement," says the invitation, "is the difficulty of assembling the men who have served their country under arms in this war, an association 'similar in character to the Grand Army of the Republic or the United Confederate Veterans, and composed of all parties, all creeds and all ranks, who wish to perpetuate the relationships formed while in the military service.'"

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LONG, LONG TRAIL OF STEEL LINKED LINE WITH BASES

Railway—Engineers, 29,000
Strong, Maintained
Army's L. of C.

This is the first of a series of articles dealing with the activities of the major departments of the S.O.S. The work of the Motor Transport Corps will be summarized in the next article.

The summer of 1917 saw the beginning of the long, long trail of steel from battle line to port over which has passed the greatest expeditionary force in history, with all its guns, equipment, food and clothes.

Today there are 29,000 American soldiers railroading in France. They move 30 great trains of supplies from the ports daily, carrying about 1,400 tons each, they have built and maintained seven huge terminals, they have built and put on the road 19,148 freight cars and 1,522 locomotives, they have set up and operated their own storage depots, regulating yards, ammunition yards and depots and their own repair shops.

The story of these men is the story of strong things strongly done. Last month they ran 4,248 freight trains 458,151 kilometers with freight alone. Their tonnage depot at Givères is by far the largest in the world. While other railroads may worry for coal, they have three of the largest coal piles outside of a mine in existence, two at Givères and one at Nevers. There are 173,000 tons of coal in one of these piles.

And while the number of troops they have hauled is fairly well known as approximately 2,000,000, there are very few of them who have not had more than one ride, and they are still figuring at S.O.S. headquarters on what the tonnage hauled has been. So, too, it will be in all probability a khaki clad Engineer who drives the last train load of homeward bound Yanks rejoicing into port.

How and Where Lines Run
The Lines of Communication are the railroad lines over which supplies for the Army travel from the ports through the regulating stations to the battle line.

The first includes the line from St. Nazaire through Givères, Nevers and Dijon to Reims-Tulle and Lillole-Grand, the line from Reims-Tulle and Lillole-Grand to Saumur and the line from Bordeaux to Bourges.

It was estimated that this railroad would be able to take care of 25,000 tons of freight per day for the American Army.

As soon as the daily traffic grew to exceed this amount the second line from Bourges through Combs and St. Florentin to Lillole-Grand was to handle the need of additional 15,000 tons. The third line, from Tours through Blois, Orleans, Montargis and Troyes, was then taken care of a further daily traffic of 10,000 tons. The fourth line from Orleans to Combarne was still being operated by the French Army at the time the armistice was signed.

Three other important railroad lines were used mainly for the transportation of troops, these being from Bordeaux to Tours, Bourges to Le Mans and Tours, from Cherbourg and Le Havre through Le Mans to Tours, where they joined the main line.

Organizing the L. of C.
The first step taken to organize the lines of communication for a great American Army to be sent to France was the sending of a commission to Europe shortly after war was declared. This commission landed at Liverpool May 23, 1917, and included Maj. William D. Parsons, chief engineer of the New York subway; Maj. W. J. Wilgus, vice president of the New York Central Railway Company; Capt. A. R. Barber of the Engineer Corps; W. A. Garrett of the Bennington Arms Company; and F. De St. Phalle, motive power and rolling stock expert of the Baldwin locomotive works.

The commission at once conferred with the transportation officials of the British and French armies, visited all parts of the front and made a report upon the basis of which communications for the coming American Army were established.

59,209 SET SAIL IN A.E.F.'S BEST GOING-HOME WEEK

30th Division Now on Way
to Fit Welcome in
Charleston

WILL KEEP UNITS INTACT

Idea Is to Give Separate States
Chance to Cheer Regiments
That They Sent Forth

Last week was the best embarkation week since the A.E.F. started going home. In the last seven days for which figures are available 59,209 officers and enlisted men walked up the gang planks of homeward bound vessels at Brest, Bordeaux, St. Nazaire and Marseille. The greatest number embarked in any previous week was 54,424, in the week ending February 5.

The 30th Division, composed of the National Guard of North Carolina, South Carolina and Tennessee, is now on its way to the States and a glorious welcome.

Last week New York came down to its waterfront to cheer for its own division, the 27th. Next week the harbor of Charleston, South Carolina, is to be the scene of one of the historic events of the war with a purely American setting.

The 30th Division will be the first divisional or regimental unit to be landed in a port other than New York. In many ways it is regarded as particularly appropriate that the 30th should follow the 27th home so closely. Those two divisions fought side by side through most of their long stay on the British front, composing the Second Army Corps. The 27th and 30th together helped in the September attack in Picardy that resulted in the breaking of the Hindenburg line. The 27th had hoped to take part in a New York celebration in honor of the 30th.

37th to Be Greeted by Ohio
The first units of the 37th embarked at St. Nazaire Monday, and the whole division is expected to be on the ocean by tomorrow or the day after.

Another division that will soon be marching through the city streets of its native State if the 37th composed of troops Continued on Page 2

PRESIDENT AGAIN AT PEACE TABLE; SETTLEMENT SOON

Tells America He Won't
Come Back Till It's
Over Over Here

After a strenuous passage across the Atlantic, following an even less tranquil period on political waters in America, President Wilson landed at Brest yesterday and is ready to take up the task of peace-making in the attitude of the delegates toward the preliminary peace treaty. Sub-committee reports have already been asked for and the reports of the main commissions will be considered, co-ordinated and placed before the entire conference, so that the final report can be approved and made ready for the signatures of the German delegates as soon as possible.

Meanwhile the incident of the German refusal to turn over its merchant marine, while in itself it does not present any grave problem to the conference, gives an indication of the attitude of the delegates toward Germany. The Allies, however, will get the German merchant marine. The original terms of the armistice, which can unquestionably be enforced, provide this.

Drawing Germany's Fangs
"Food and peace" was the keynote of a speech by Secretary Lansing before Allied press representatives Tuesday, reflecting the attitude of the delegates toward sending supplies to Germany. American military experts who have studied the Berlin revolution at first hand state that nothing but a total change of the political system. The abolition of conscription across the Rhine, it is hoped by Mr. Lloyd George, will cause its abolition elsewhere as well.

What is considered the death-knell of German militarism was sounded this week by the Supreme Allied War Council when it denounced the busy lion which the defeated enemy would be allowed to reconstruct its army. It will be limited, according to the official statement, to 100,000 men, but will be under the control of the Allies.

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200,000 A.E.F. MEN TO ENJOY LEAVES BY END OF APRIL

Concerted Effort Planned to
Keep 19 Areas Filled
to Capacity

TRAIN PROBLEM SOLVED

Centers to Be Established on
Swiss Border, Also Probably
in Belgium and Germany

With most of the A.E.F. marking time, the monotony of waiting for a home-bound transport is going to be alleviated during the coming spring and summer by vacations for thousands of soldiers at famous French beauty spots and pleasure resorts.

At least 200,000 soldiers are going to get seven-day leaves in the remaining weeks of March and in April. From now on a concentrated effort will be made to keep all of the A.E.F.'s 19 leave areas filled to their capacity, and if the step is justified other areas will be opened. One of the main difficulties in the way of keeping the areas filled—transportation—has been solved.

Seventy-eight trains are running to and from leave areas, the conditions under which leaves are granted are liberal, accommodations and provisions for amusement have all been made—everything is in readiness for the great spring drive of the Army on the pleasant plains of France. All that remains to be done rests with company C.O.'s and with the men themselves.

On Border of Switzerland

In anticipation of the springtime travel and recreation opening, the Leave Area Bureau is practically sure it will be able to open up at least one new area—Lake Geneva, on the border of Switzerland—and it hopes to establish others in Belgium and in the Rhineland. It all depends on how great the volume of permissionnaires will be.

The Bureau is sounding the sentiments of the A.E.F., believing that the facilities provided in the past have not been utilized to the extent they might have been. Figures show that the leave areas in the last three months received only one-half as many soldiers as they were prepared to accommodate. With accommodations waiting for 32,000 men every week, the leave areas contained an average of only 17,000 men a week.

Up to a recent date 27,278 soldiers in the A.E.F. had been given seven-day leaves with all their necessary expenses paid, and the great majority have made trips since December 1. Up to December 1 there had been only 74,728 Class A leaves. In December and January and February there were 190,000, and the average is going to keep right on going up, the Leave Area Bureau promises.

Special Trains Functioning
A great train-operating machine has been set up in France to handle the great travel increase without overtaxing French passenger trains. The special A.E.F. trains are now carrying 77 per cent of the leave troops since December 1. Up to December 1 there had been only 74,728 Class A leaves. In December and January and February there were 190,000, and the average is going to keep right on going up, the Leave Area Bureau promises.

The distribution of permissionnaires, the Leave Area Bureau has adopted a new policy that will not confine troops from any particular Army to a certain area, but will permit them to go to any of the 19 areas. Hitherto different Armies and S.O.S. sections had assigned to them definite areas—the Third Army to Aix-les-Bains and Nîmes and the Rhine area, the First Army to the Riviera, Saint Malo, Dinard or the Pyrenees. All these assignments hitherto have been largely governed by the transportation factor, but now the plan of shifting around is made possible by the enlargement of the train service.

Daily Service for First Army
Is-sur-Tille is the clearing station for Third and Second Army trains of permissionnaires. Latest arrangements provide a daily leave train service between Coblenz and Is-sur-Tille. The trains are to run from Second Army railroads to Is-sur-Tille, where solid trains are made up for the various leave areas. From the railroads of the First Army there are also trains a week to leave areas, but a daily service is planned. Paris has a daily service with the Riviera. The Le Mans omnibus line also has a daily leave train for St. Malo and the Pyrenees.

Amusements in the leave areas are entirely in the hands of the Y.M.C.A., which has leased the leave areas. There are sections, shows, established canteens and rest rooms, provided vaudeville, and arranged for dances, hikes and sightseeing expeditions. The Y.M.C.A. has 353 Y.M.C.A. men at work in the areas. One hundred and sixty-seven officers of the A.E.F. and 1,457 enlisted men are stationed in the areas alone.

As one feature of the enlargement of leave privileges, Bulletin 10, Hq. S.O.S., provides that men going on leave shall be paid up to the end of the last calendar month before their departure, proper notations to be made in their pay books.

A.E.F. GENERAL BUSTED
The bust of a famous American general, done in relief on a base of burlap by an ex-member of the now extinct camouflage school, is all that remains in the camp near Dijon, where these artists worked. The face of this general is haggard and worn, his features are blurred slightly by contact with the heavy rain of the section and his eyebrows are splashed by mud.

But he remains there—at least the bust remains there—in an ash can near the entrance to the camp, which is now a haven for casuals and soldiers on leave.</